

TOPIC Alt Loennewitz Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

PREPARED 19 March 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. The following observations were made at Alt Loennewitz airfield between 14 February and 2 March 1953:

14 February. At 11:30 a.m., four IL-10s took off from the field. There was light frost and the degree of cloudiness changed. Individual flights were made by ground attack planes up to about 2 p.m. After 12:30 p.m., eight IL-10s practiced formation flying. Between 2 and 4 p.m., 12 IL-10s, [redacted] flew in formation.

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15 February. Between 10 a.m. and about 4 p.m., there was air activity by MIG-15s which took off in elements of two. [redacted]

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16 February. Between 9:30 a.m. and 12:30 p.m., individual local flights were made by IL-10s. The closed cloud base was very low. Between 1 and 4:30 p.m., there was air activity by 23 IL-10s which flew in three separate formations, namely 9 planes in line abreast formation, 9 planes in squadron wedge formation, and 5 planes in a flight.

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[redacted] Between 6 and 10 p.m., there was night flying by MIG-15s.

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17 February. Between 9:30 a.m. and 4 p.m., formation flying was practiced by MIG-15s which took off in elements of two. The planes assembled in two separate formations of eight. While the 16 MIG-15s were aloft, an additional 6 MIG-15s of the alert flight were parked at the runway.

18 February. At 8:30 a.m., nine IL-10s took off and assembled in squadron V formation. At 8:40 a.m., six IL-10s took off and practiced formation flying in elements of two. [redacted]

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20 February. Between 9 a.m. and 3 p.m., individual local flights were made by IL-10s and formation flying was practiced by 9 IL-10s. There were clouds. After 1 p.m., MIG-15s were also aloft.

21 February. At 9:30 a.m., eight MIG-15s successively took off in elements of two and apparently disappeared in the clouds. Up to 2:30 p.m., repeated take-offs were made by swept-back jet fighters which apparently zoomed in the clouds.

22 February. There was no air activity.

23 February. No air activity was observed in hazy weather and light rain.

24 February. Between 9 a.m. and 2 p.m. individual flights were made by IL-10s, [redacted] It rained and the sky was overcast.

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25 YEAR
RE-REVIEW

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25 February. No air activity was performed in dense haze.

26 February. The weather was foggy in the morning and the sun was shining in the afternoon. At 12:30 p.m., 10 MiG-15s took off in elements of two in rapid succession and headed in various directions. Air activity continued up to 5 p.m.

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At 2 p.m., 8 MiG-15s were aloft, 6 MiG-15s were parked under camouflage north of the west end of the runway, 4 MiG-15s were in front of a hangar, 6 MiG-15s formed the alert flight, and 40 single-engine aircraft were parked in front of the hangars.

27 February. Between 10 a.m. and noon, there was air activity by MiG-15s which flew individually and in elements of two. Visibility was good and the sun was shining. At 12:30 p.m., 36 IL-10s took off within 4 minutes and assembled in four formations of 9 planes each. The four formations flying in echelon to the right had a distance of about 1,500 meters between each other. The 36 planes were escorted by 8 MiG-15s of which 4 flew in front of the four formations and 4 on both sides of the last formation. After the landing at 1:30 p.m., another 36 IL-10s took off at 2 p.m. The planes assembled in formations and were escorted by 12 MiG-15s.

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28 February. The weather was foggy in the morning. Air activity started at 1:30 p.m. when the sun was shining. Six MiG-15s

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took off and individual flights were made by IL-10s.

1 March. Between 1 and 5 p.m., ground attack planes flew in elements of two. Eight IL-10s were observed aloft while 7 single-engine planes were counted in front of the hangars.¹

2. On 26 February, a platoon of soldiers brought AA machine guns in position south of the western end of the runway. Entrenchments for a number of sentries were observed south of the field border.²

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3. every evening from 14 to 19 February, 5 or 6 closed and strictly guarded railroad cars were shunted to the field. The cars were unloaded by Soviets only.

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4. Sedan and trucks entered and left the field.

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1. Comment. Alt Loennowitz airfield is occupied by a fighter regiment and a ground attack regiment. The air activity by the ground attack planes on 16 February 1953 was probably connected with an exercise held by the reinforced 8th Gds Mecz Div in the Grima-Riesa area between 16 and 20 February 1953. The combined exercise by ground attack planes and fighters on 27 February

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2. Comment. Soldiers of the two OATBs probably held an AA defense exercise.

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